

TRUSTS SEEK TO KEEP LAW

U. S. STEEL AS WELL AS HARVESTER SAID TO BE IN MOVEMENT.

Plan Described as Reorganizing Under Government Approval—Harvester Was to Have Been Attacked This Month, and Many Others Later.

WASHINGTON, Sept. 20.—There is evidence of a general movement among industrial combinations that are threatened with suits by the Government to dissolve and reorganize under Government approval, so that the new organizations will not contravene the Sherman anti-trust law. The conferences that have been taking place at the home of Attorney-General Wickersham between attorneys of the International Harvester Company and Mr. Wickersham for the purpose of finding a plan of dissolution and reorganization by the Harvester trust that will meet the requirements of the Government indicate the general trend among the industrial combinations.

There were intimations to-day at the Department of Justice that the steel trust and some less important combinations against which the Government has already instituted proceedings or is threatening them are getting ready to put their houses in order.

Such action, it is believed here, is the logical sequence of the decisions of the Supreme Court in the Standard Oil and American Tobacco cases. As soon as the court's opinion gave a final definite interpretation to the Sherman law the Attorney-General went about the work of preparing actions against every combination patterned after the two that were brought to the bar of the Supreme Court. The officers of these combinations could not have been unmindful of the activity among the Government's law officers. Hence the disposition to meet the Government representatives and try to agree on a plan that would render unnecessary to resort to the long, tedious and expensive litigation that would follow the bringing by the Government of a fresh batch of anti-trust suits.

The men back of the so-called bath-tub trust, against which suits were instituted, have from time to time conferred with the Department of Justice with a view of conforming to the law and putting a stop to proceedings.

It is said that the officers of many industrial combinations have been advised by their lawyers that the interpretation upon the Sherman law by the Supreme Court is not likely to be rendered less severe by anything that is to happen in the near future. In fact all of the evidence points in the other direction. The House is overwhelmingly Democratic and Democrats and insurgent Republicans voting together can put through Congress at the coming session and give up to President Taft some very drastic legislation. And the indications are that the forces are now moving in Congress to that very end. Bills by Senator Kenyon of Iowa, a Taft Republican and formerly the Administration's representative in the Department of Justice, specially commissioned to prosecute anti-trust cases, and by Senator La Follette, insurgent Republican, are now pending in the Senate. Representative Martin Littleton and other influential members of Congress have anti-trust bills pending in the House. Furthermore the advocates of anti-trust legislation will get active on October 15, when Senator Clapp's special committee will begin its hearings under the resolution of the Senate to determine what legislation is needed to amend the Sherman law and the interstate commerce law.

With the practical certainty that Congress at its session in December will make an effort to pass more drastic anti-trust laws the legal advisers of the industrial concerns have pointed out the advisability of making a show of obeying the law in an effort to lessen if possible the demand for anti-trust laws.

The activity of the Attorney-General and his assistants leaves no doubt that he has contemplated a legal attack upon combinations all along the line. Preparations had been made for the filing of a suit against the Harvester trust in Minnesota about September 1, and it is believed that the only reason the bill has not been filed is for reasons of the part of the Attorney-General. At the request of the representatives of the Harvester trust to permit the combination to reorganize in compliance with the law. It is understood here that the bill against the International Harvester Company was one of the most sweeping that have yet been prepared by the Department of Justice. The bill applied for the dissolution of the trust and an injunction against the combination and its selling agency restraining them from engaging in interstate commerce and even suggested that the court consider the advisability of appointing a receiver to take over the property to put up the business of the International Harvester Company and its subsidiaries.

Among the allegations in the bill that had been prepared against the Harvester trust was the statement that it controlled 95 per cent of the harvesters of the country, 75 per cent of the mowing business, 50 per cent of the under-tine business and 30 per cent of farm implements. The Government agents reported that the trust has been guilty of unfair business methods, false representations and unlawful and coercive methods by which it has secured control. Another charge was that the Harvester company had driven competitors out of business and made it practically impossible for any new firm to engage in the sale of agricultural implements and has also monopolized the business of distribution and taken control of the retail business.

The negotiations with the Department of Justice looking to a reorganization were opened by Edgar A. Bancroft, attorney for the International Harvester Company, while he was in Washington in the summer as the attorney for George W. Perkins, who had been summoned as a witness before the Senate committee. These negotiations have been continued at Cedarhurst, where the Attorney-General is spending the summer. It is understood in Washington that negotiations have progressed so far that the plan will be submitted

MURDERED MAN IN LOCKED CAR

WORE THE STOLEN CLOTHES OF A NEW YORK WAITER.

Body Found on a Freight Siding in Newark—Man Claimed as an Actor—Walter Louis Hoffman Says Two Actors Disappeared After He Was Robbed.

A big, well appearing man was found dead yesterday in an empty freight car lying on a siding of the Pennsylvania Railroad in Newark. He was stretched out on his back with his arms far apart just inside the door. There was a small bullet hole, clean cut, directly beneath the collarbone on the right side.

The trousers that he wore had been made for Louis Hoffman, a waiter in Han's Park Row Building restaurant, who lives now at 317 East Eighty-ninth street. Hoffman recalled last night that in July, 1910, when he was living at 597 Second avenue, his room was robbed and two suits of clothes were taken. With the disappearance of his property two actors who lived across the hall dropped out of sight. One of the suits was a dark blue one with a fine pencil stripe such as the man found was wearing.

Without knowing this the Newark police were disposed to put down the dead man in the car as an actor. His features were heavy and regular. His forehead was high and his black hair was brushed straight back. His hands were too soft and too well kept for an artisan.

The catch on the outside of the door of the car was fastened when a freight conductor and his brakeman came along to look inside before the switch engine shunted the empty away. The locomotive let the car stay right where it was. It had been brought there early on Tuesday evening after its load of charcoal had been taken off at the Passaic wharf.

County Physician William H. McKenzie, who reached the yards at 9 o'clock, thought that the man inside the car had been dead five or six hours.

The keeper of a lock on the Morris Canal perhaps 500 feet away told the Newark police that he saw a short man in a gray cap, a man whose frowzy yellow beard was at least two weeks old, limping away from the freight car early yesterday morning. This person had been to the lock keeper to ask for money on Tuesday evening, but he didn't stop when he left the car twelve hours later. He kept going along the Plank road toward Jersey City. That's the man for whom the police are looking.

Two saloon keepers told them that they had seen such a man drinking at their bars with a tall, nice looking big chap who seemed to be very like the dead man. The only marks upon the clothing in which the man in the car was dressed were sewed to one of the seams of the trousers. There was a tag that bore the label of Sanford & Co., 40 Park row. Written upon it in ink was "L. Hoffman, 8-23-09" and the number 1473.

The box car was lying at the Plank road crossing of the Waverly branch of the Pennsylvania. Michael McLoughlin and Thomas P. Donnelly, the railroad employees, came up to it at 7 A. M. They hustled to a telephone as soon as possible after they had opened the door and the Third precinct police of Newark sent Brox, a plain clothes man, to the freight yards. He found that the dead man was between 30 and 35 years old.

One of the trousers pockets had been turned inside out. There was nothing in it of the other pockets except a clean handkerchief crumpled and unused and two boxes of cigarettes. There was blood on the floor of the car, but the black and white striped shirt and the undergarment, both of good material, were spotted. The bullet had passed through the outside coat neatly, leaving a hole no bigger than a pencil. Dr. McKenzie thought a .32 calibre revolver had been used. A shell fit such a gun was found on the ground outside within a few feet, but there was no sign of the pistol.

In the charcoal dust of the car floor the detectives picked up a cigarette that had come from the box in one of the pockets. The tip of the cigarette was black as if it had gone out just after it had been touched to it.

"That's a funny thing," said one of the policemen. "He must have been shot in the light of his own match."

To Mullin's morgue on Lafayette street, where the County Physician took the body, came many men and women to look at the face. Weight was attached to the opinion of Joseph Kalusky, a saloon keeper of 572 Perry street. He thought that he had seen this man in his saloon on Tuesday morning with a smaller man who had been willing to let the other do all the spending. Kalusky recalled hearing the big fellow say something about shooting and "beat him up," and he also remembered that the tall man had spoken of going to West Thirty-seventh street in New York to get a trunk.

His information was useful only in that it was confirmed by Charles Weiner, who has a saloon at 577 Plank road. A big man and a little one had been in his place on Tuesday evening about 8 o'clock. They seemed to him to be merely barroom friends, and here again it looked to the saloon keeper that the tall one was paying for all the drinks. Weiner sized it up as a case of a man falling into bad company.

The description of the small man in both these cases corresponded to that of the shabby person who approached Thomas Beatty, the keeper of lock 19 on the Morris Canal, on Tuesday evening. Beatty, after he had refused to give up anything, saw the short man walk to this empty car. He looked inside and then hurried off when he saw that he was being observed.

Yesterday morning the same man came away from the same car and went off toward Jersey City.

On the body there were bruises inside the right thigh and the right knee which might have been made by a man hoisting himself into a car. A more serious bruise on the right ankle, Dr. McKenzie thought, was of much longer standing.

On the middle finger of the left hand was a slight mark that seemed to contain

GREAT BEAR SPRING WATER.
per case of 6 glass stoppered bottles—40c.

RACING BILL WILL PASS.

Its Friends Say So and Its Opponents Practically Admit It.

ALBANY, Sept. 20.—It is conceded on all sides to-day that the Gittins legislative bill, which absolves directors of racing associations from all liability for betting at the tracks, will sail on easy wing through the Assembly when the measure comes up on next Thursday. This means the revival of the racing game and the end for the time of one of the biggest legislative fights in recent years. Those who appear to have shouldered the responsibility for the warfare against race-track gambling admitted with melancholy to-day that they had lost votes in the Legislature, and that Assemblymen who had opposed the bill have seen a new light during the long legislative recess, and now line up with the proponents and backers of a law which will make possible the financing and maintenance of the big tracks of the State.

Senator Big Tim Sullivan and Assemblyman William M. Martin of Saratoga are emphatic in declaring that the bill will pass. Mr. Martin has a big racing constituency, and the bill means a great deal to his district, where the organization of the Farmers and Merchants Mutual Assistance League has worked hard to insure the passing of the Gittins bill.

ATWOOD GIVES BOY AIR RIDE.

Youngster Asked If for Acting as a Pilot to the Riverhead Fair.

Harry N. Atwood in a Burgess-Wright aeroplane gave the residents about Riverhead, L. I., some unexpected thrills yesterday morning when shortly before 10 o'clock he swooped down within a mile of the fair grounds. Atwood had flown from the Nassau Boulevard aerodrome to take the place of one of Glenn H. Curtiss's fliers who was to give exhibitions at the fair and the change of plans had not been announced. The first person to greet the aviator after he had descended was Charles Thiele, a youngster of 15.

Atwood asked the boy to direct him to the fair grounds.

"Take me along and I will show you," quickly replied the boy. The airman at first hesitated, but finally said:

"All right, climb in the seat." They were off in a jiffy.

"Right straight ahead," said the boy, "there is a good landing place in the baseball diamond."

When Atwood saw the crowd that had collected there he decided it would not be safe to alight and instead dropped down into the cornfield of Farmer John Fanning. A little later he flew back to the grounds and completed four circles, but did not go down, as the crowd had failed to scatter. He took his machine to the cornfield for the night and said he would not make flights unless the grounds are cleared of the spectators.

Young Thiele was disappointed that Atwood did not give him a second lift, but the aviator said he did not want to be responsible for such a youngster. Atwood followed the Long Island Railroad from Nassau Boulevard to Vespahank, where he descended to get more fuel. He will fly this afternoon.

BROOKLYN HIBERNIANS IN ROW.

Two German Priests Made Members and a Shindy Begins.

There is a rumpus in the Ancient Order of Hibernians in Brooklyn over the action of Division No. 6, whose headquarters are in Avenue Hall in Seventh avenue, over the installation as members of the Rev. Francis X. Bettinger, rector of the Holy Family Church, and his assistant, Father De Boli, in alleged violation of a rule in the order against the admission of any person to membership who is not Irish born or of Irish descent.

The trouble is aggravated through the displacement of the Rev. Dr. James Donohue, rector of the Church of St. Thomas Aquinas, as chaplain of No. 6. Dr. Donohue had been the chaplain of the division since its organization and his parishioners are said to be much disturbed over the slight on him. The fact that the application of the Rev. Thomas S. Dehigs, rector of St. John's Church, for membership in Division No. 6 is being held up by the president has also caused some unfavorable comment by members of the order. Friends of Fathers Bettinger and De Boli say that both are of Irish descent on the maternal side.

JOHN C. STUBBS TO RETIRE.

Will Leave the Service of the Harriman Lines on January 1.

CHICAGO, Sept. 20.—John C. Stubbs, vice-president and director of traffic of the Harriman lines, will retire on January 1. Announcement of this effect was made to-day, but no statement has yet been issued regarding his successor.

Mr. Stubbs declined to discuss his retirement beyond admitting that he would withdraw from the service of the Harriman lines at the beginning of next year and move to Ashland, Ohio, where he was born May 31, 1847.

With the retirement of Mr. Stubbs it is believed that there will be important changes in the management of the Harriman roads.

Robert S. Lovett, president of the Harriman lines, announced some time ago that a rearrangement of officials of the companies embraced in the Harriman system was under consideration.

INDICTED AS LETTER WRITER.

Woman to Be Tried on Charge of Annoying Anonymous for Years.

PHILADELPHIA, Sept. 20.—Miss Harriet Dewitt of Easton, alleged writer of anonymous letters that kept prominent residents of Easton in terror for ten years, will be tried at the December term of the United States District Court. She was indicted here to-day.

Witnesses who testified against Miss Dewitt to-day were the Rev. Elmer Snyder and Mrs. Snyder, who received most of the scurrilous letters; Joseph Pascoe, postmaster at Easton; William Tice, junior of Christ Church in Easton; Florence Willmer, Mrs. J. White, Mrs. Beech Shipman, Miss Bessie Crater and Postal Inspector Schoenberger.

Miss Dewitt was arrested on August 28 by Postal Inspector Schoenberger. She denied the authorship of the letters and declared that her accusers were persecuting her.

SEPT. THE IDEAL TOURING MONTH.
Thousands miles through New England's scenic wonderland, ablaze with autumn coloring. For ideal tour book address The Elton Waterbury, Ct., U.S.A.

FIRE CHIEF DEVLIN MAY DIE

BATTALION COMMANDER SMOKE BLIND, PLUNGES FROM ROOF.

Misses Footing While Fighting Blaze on Top of Old Building in Broome Street—His Spine May Be Fractured—Seventeen Years in the Department.

Battalion Chief William Devlin, who was raised to that grade on August 1 last, stepped off the roof of a two story and attic building at 304 Broome street last night and is in a critical condition in St. Vincent's Hospital. He suffered serious internal injuries and the physicians fear also that his spine was fractured.

The fire started in the building at 9 o'clock. Chief Devlin, the crew of 31 Engine, Capt. Jennings of 20 Truck and some of his men and Capt. Biggers of 20 high pressure climbed up to the roof from the rear. The roof, which tops an old fashioned building, is peaked at the front but flattens out half way back toward the rear end of the structure. Firemen were walking on this flat portion.

Other firemen heard a yell and some of them turned in time to see the chief fall over the edge. They called to firemen below and themselves scrambled down to the rear yard, which was paved. Chief Devlin in his fall landed on a storm door extension over a rear door, rolled off this ledge and fell to the flagged court. He was found in a semi-conscious condition.

An ambulance took him to St. Vincent's Hospital, where he recovered consciousness. He explained that he had lost his footing in the smoke and had walked off the roof. He said that he had miscalculated his position and did not realize that he was near the edge. The physicians have little hope of his recovery.

The chief was on his hands and knees on the roof, looking down at 54 next door. When Devlin fell into the small, enclosed courtyard his subordinates had some trouble in finding a way to get to him quickly. They finally ran back as they had come and then, from the street, tried two or three buildings until they found a rag shop in West Broadway just around the corner, from which a rear window opened on the court. They went through this window.

The chief's own driver, Conley, was the first to reach him. With the help of the others he lifted the chief, who was unconscious, and carried him under the overhang of the window to protect him from falling bricks and burning fragments from above. The flesh of one of the chief's legs was badly torn. Thinking this might be his only bid for life, several firemen raised him again to carry him out. The pain brought the chief back to momentary consciousness and he begged that he be let down again. A stretcher then was brought and he was placed on it.

The fire was being confined to the second floor and the attic of the building at 304. So the firemen knocked out a window of the basement and carried their chief underground and up to the street.

The blaze was subdued in a few minutes. The damage was about \$2,000. William Balleau, Jr., dealer in gold leaf, and the Lion Knitting Works were the occupants of the building.

Chief Devlin is 42 years old and has been in the Fire Department about seventeen years. Most if not all of this time, until he became a battalion chief, he was connected with the hook and ladder branch of the service. For a number of years he was a member of Truck 3 in North Moore street. He was appointed a foreman in 1898 and was assigned to Truck 105 in Stapleton, Staten Island. He was made a battalion chief on the day that John Kenlon became chief of the department.

Chief Devlin was born in Port Richmond, Staten Island. His home is at 380 Jewett avenue, Port Richmond, where a sister-in-law keeps house for him and his five children. His wife died twenty years ago. He has four brothers, Peter Devlin, a retired policeman formerly on the staff of Inspector Hogan; James Devlin, also a retired policeman; John F. Devlin, who is in the awning business at Port Richmond, and Eugene Devlin, an inspector in the Health Department.

DOCTOR SUES COUNTSSES

For \$1,500 for Treating Her Son She Says \$200 Paid Him.

Dr. Angelo L. Sorelli of 20 West Forty-seventh street has brought suit in the City Court to recover \$1,500 from Bettie Sabatie de Chavardez, who, Dr. Sorelli says, is a countess and the wife of Gen. de Chavardez, commander of the district of Avignon. The plaintiff says that the defendant agreed to pay this sum for medical attention for her son, Jehan, between July 27 and August 27 last, but that she returned to France recently with her son without paying.

Dr. Sorelli said that he was notified by a former patient on July 17 that a young man was ill in a neighboring house. He called and found Jehan de Chavardez under treatment by another physician for appendicitis. Dr. Sorelli said that the young man had typhoid and had him removed to Miss Alston's sanitarium. At his request Dr. Sorelli called on the countess here and she stayed at the Ritz-Carlton.

The Countess de Chavardez filed an answer yesterday through Couder Brothers in which she says that she has no knowledge that Dr. Sorelli is a regular licensed physician and said that while Dr. Sorelli was in sympathy with her services were worth not more than \$200, which she paid.

FINNISH MERCHANT IN EXILE.

Fearing Russia Would Confiscate His \$100,000 and Brought It Here.

Frederick I. Mandeloff, a Finnish merchant, who arrived yesterday with his wife and two young daughters by the White Star liner Oceanic, said he had been forced to leave his country because of the espionage of the secret Russian police. He said he was in sympathy with the patriotic movement among his countrymen and that fearing that he would be expelled like the Mayor of his town, Ekim, and his property confiscated, he decided to sell all he had and come to America. He says he realized more than \$100,000 from the sale and that he intends to invest it in business in Philadelphia, where he has friends.

WINE SAVES BURNING TOWN.

Firemen Hitch Engines to Tanks at Sonoma After Water Gives Out.

SAN FRANCISCO, Sept. 20.—The old town of Sonoma was saved from destruction by fire last night by the use of wine from great tanks in the wineries.

The town is built almost entirely of wood and when the fire started it spread with great rapidity.

The water supply was practically exhausted, when the firemen turned to the wine tanks and quenched the flames after a loss of \$80,000.

\$10,000 LOST IN THE MAIL.

Registered Package of Cash Disappears After Reaching Receiving Post Office.

ST. PAUL, Sept. 20.—Ten thousand dollars sent by registered mail on Monday from the Northwestern National Bank of Minneapolis to the Sioux Falls Savings Bank is missing.

The loss has been reported to the postal authorities and search for the money is being made. The money, according to the postal authorities, reached the Sioux Falls post office on Tuesday.

COPARTNERSHIP OWNED CAR.

Capitalist, Chauffeur and Footman—Suing All for Damages.

When John Roberts was run over recently by an automobile at Fifty-fourth street and Broadway he looked up the number of the car and found it registered in the name of a copartnership at 11 Fifth avenue. The copartners registered were James Clinton Spencer, Otto Geary and Robert McAllister.

Roberts brought suit for \$10,000 damages and his lawyer found that James Clinton Spencer is a wealthy man living at 11 Fifth avenue, that Geary is his chauffeur and McAllister his footman. The lawyer, Theodore T. Bayler, accordingly sued Mr. Spencer individually as the real owner, and also the copartnership. Counsel for the defendants asked Supreme Court Justice Bijur yesterday to throw out the complaint on the ground that the cause of action alleged were not consistent. The court reserved decision.

PARENTS DISOWN ASSASSIN.

Bogoroff's Father and Mother Wrote to Stolypin and Prayed He Would Live.

SPECIAL CABLE DISPATCHES TO THE SUN.

KIEF, Sept. 20.—Prior to his death the late Premier Stolypin received the following telegram from the father and mother of Dmitri Bogoroff, the assassin:

"We are horrified at the dreadful deed perpetrated by our senseless son. We pray God for your complete recovery."

"Bogoroff's UNHAPPY PARENTS." The autopsy on the body of M. Stolypin disclosed a condition of blood poisoning. The heart was half as large as it ought to be. The cause of death was the injury to the liver caused by one of the assassin's bullets.

"CHRIST WITH SAINTS" STOLEN.

Treasured Altar Piece by Oragna Gone From Church in Toronto.

SPECIAL CABLE DISPATCHES TO THE SUN.

FLORENCE, Italy, Sept. 20.—The painting "Christ with Saints," attributed to Andrea Oragna, an altar piece in the Strozzi chapel of the Church of Santa Maria Novella, has been stolen.

SHARK KILLS SHIP'S PILOT.

British Ton of the Florida Keys Fell Overboard and Was Caught by Big Fish.

PENSACOLA, Fla., Sept. 20.—Thomas Ashe, or British Ton, the pilot of the schooner Wallace A. McDonald, was at the wheel of the vessel to-day. The wind was strong and the schooner was well heeled over and Ashe lost his footing and went over the lee rail. Capt. Tony McGinty jumped to the helm and put the schooner about. At the same time a shark made for Ashe. Before boats could be lowered, however, the pilot was far gone.

After about two miles of windward work the schooner drew near enough to Ashe, who was a powerful swimmer, to throw him a line, and the ship's crew shouted encouragement. Just then the shark shot over the swimming pilot. Presently the fish turned up its belly and the schooner's men saw Ashe's body drop from its mouth. The body sank. The shark was killed.

TO SING THIRDS FOR HIS WIFE.

Jogging Vaudeville Let Out of Ludlow Street Jail.

William Percy Denton-Carhue, the vaudeville singer who was arrested at the Mayor's office on Friday afternoon when he reached here after singing his way across the continent from San Francisco, was released from Ludlow street jail yesterday. He was arrested in a suit for separation brought by his wife, Annie R. Denton-Carhue. The order of arrest was vacated by Justice Gayeagan upon a stipulation by Denton-Carhue that he would not proceed against his wife because of his arrest and would assign to her one-third of his income pending the separation suit.

JOHN J. MURPHY DYING.

Uncertain Last Night and Hope of Improvement Abandoned.

Hope for improvement in the condition of John J. Murphy, brother of Charles E. Murphy, leader of Tammany Hall, was given up yesterday. Information reached his friends last night that Mr. Murphy had lapsed into unconsciousness in the afternoon and the physicians saw no prospect of his rallying.

Mr. Murphy's home is at 309 East Seventeenth street, but for the last two months he has been at his cottage in Liberty, N. Y., ill with tuberculosis. He is the head of the New York Contracting and Trucking Company and acting leader of the Twelfth Assembly district.

GEN. SHERMAN'S SON INSANE.

Committed to an Asylum at San Jose, Cal., After Threat to Kill Himself.

SAN JOSE, Cal., Sept. 20.—The Rev. Father T. E. Sherman, son of the late Gen. William T. Sherman, was committed to an insane asylum to-day.

Father Sherman threatened to commit suicide this morning and thus attracted the attention of friends to his condition. An examination before a commission resulted in his commitment.

DEWEY'S SUPERIOR PORT WINE.
Blood Making and Nourishing.
H. T. DEWEY & SONS CO., 135 Fulton St., N. Y.

HUGE OLYMPIC AND CRUISER CRASH

Liner With 3,000 Souls on Board Cut Below the Water Line.

NOT A SIGN OF PANIC ON HER

British Warship Hawke Suddenly Swerved and Struck Her Abeam.

Special Cable Dispatches to The Sun.

SOUTHAMPTON, Sept. 20.—The White Star liner Olympic, the biggest ship afloat, was run down by the British protected cruiser Hawke in the Solent off Cowes in the Isle of Wight this afternoon. Both vessels sustained considerable damage, but both were able to reach places of safety under their own steam. The cruiser returned to Portsmouth, from which she had just put out. The liner anchored off Calshot Castle for the night.

The Olympic had on board almost 3,000 persons, 2,085 passengers and about 900 in her crew. Naturally there was great excitement on board, but not the least symptom of panic. The passengers of all classes seemed to take the occurrence as a natural and interesting incident of the voyage. Only a few who were in a great hurry to reach New York for business reasons seemed to be at all put out.

As illustrating the coolness of all hands, it is told that a number of Americans on deck made bets as the vessels approached each other as to whether or not a collision would occur. Settlement of the losses was made with the greatest coolness while the officers of the ship were still making hurried investigations as to the extent of the damage.

The collision seems all but inexplicable. A rain squall prevailed at the time, but it was not dense enough to obscure either vessel from the other. The Olympic had put out from Southampton at 11:25 o'clock in the forenoon. She was bound for Cherbourg, where she was to take on board a number of passengers. Then she was to go to Queenstown for a final party and the last European mails. New York was her final destination.

Leaving Southampton she skirted the shores of the Isle of Wight and had about reached the Prince Consort buoy at the entrance of the Cowes roadstead, when the collision took place. For some time before the passengers had been watching with interest the Hawke as she came steaming out from Portsmouth. Presently she drew alongside the Olympic and very close to her.

The Olympic had shortly before made a considerable curve, but she was now holding a straight course, when suddenly, as all the observers seen to agree, the Hawke made a swerve in her direction and a minute later the two vessels were smashing and grinding in collision. The Hawke struck the big liner on her starboard quarter just about the fourth funnel.

In a minute or so the vessels wrenched themselves apart. The bows of the cruiser were crumpled up like sheets of paper and great slits were visible extending below the water line into which the sea rushed in cataracts. In the side of the liner a deep hole had been punched twenty feet wide and extending from her lower open deck to below the water line. Out of this passengers' trunks and other articles tumbled into the water while a flood began pouring into the vessel's hold.

But almost before the collision had taken place the officers on the bridge of the Olympic had started the apparatus for closing the water-tight bulkheads. These work almost automatically on the touch of an electric button and inside a minute the section which had been laid open to the sea was cut off from the rest of the ship.

A survey of the damage was at once instituted, but in fact the captain and all his aids were aware that the sinking of the ship was a practical impossibility with such trifling damage. Only one compartment in her great length was leaking. There was really more anxiety on account of that vessel, having closed her water-tight compartments, turned his attention to the plight of the Olympic and had all his boats made ready for instant launching in case of need.

After the accident the Olympic remained at anchor until tugs from Southampton reached her at 3:30 o'clock in the afternoon. The hole was filled up with collision mats and the pumps soon cleared the water out of the hold. The tugs started at once to tow the ship back to Southampton, but later after consultation by wireless with the agents of the line in London it was decided to anchor the ship off Calshot Castle, at the entrance of the Solent, at which point the passengers and mails could be easily taken from her tenders for transfer to other ships.

H. R. Speed, a Cowes boatman who was within a short distance when the collision occurred, told THE SUN's correspondent that he saw the Olympic coming out of Southampton by way of Spithead and the Hawke approaching from Portsmouth. When the Olympic reached the West Banger buoy she took a half circle to the eastward. The Hawke by this time was running parallel to the liner and going faster. Suddenly the Hawke turned to starboard and jammed the Olympic aback the mainmast. The Hawke recoiled, then backed away and her stern swung toward the stern of the Olympic.

The collision occurred near the Prince Consort buoy. The boat